

vacuum relief valves. The diameter of a vent shall be not less than 2½ inches.

(b) On unmanned tank barges not fitted with fixed bilge systems in the cofferdams and void spaces, vents for cofferdams and void spaces will not be required.

**§ 32.55–50 Ventilation of tankships that have a keel laying date on or after January 1, 1975—T/ALL.**

Each tankship that has a keel laying date on or after January 1, 1975, must have deckhouse and superstructure ventilation inlets and outlets and other openings to the exterior arranged to minimize the admission of flammable gas to enclosed spaces that contain a source of ignition.

[CGD 74–127, 41 FR 3844, Jan. 26, 1976]

**Subpart 32.56—Structural Fire Protection for Tank Ships With a Keel Laying Date on or After January 1, 1975**

SOURCE: CGD 74–127, 41 FR 3844, Jan. 26, 1976, unless otherwise noted.

**§ 32.56–1 Application—T/ALL.**

This subpart applies to all tankships that have a keel laying date on or after January 1, 1975.

**§ 32.56–5 General—T/ALL.**

(a) Except as provided in paragraphs (c) and (d) of this section, each category A machinery space must be aft of the cargo area and pumprooms.

(b) Except as provided in paragraphs (c), (d), and (e) of this section, each accommodation space, service space except isolated storage spaces, and control space and each main cargo control station must be aft of:

- (1) The cargo area;
- (2) All cargo pumprooms; and
- (3) All cofferdams that isolate the cargo area from category A machinery spaces.

(c) Except as provided in paragraph (e) of this section, any pumproom may be recessed below accommodation, service, and control spaces and recessed into any category A machinery space if the distance between the deckhead of the recess and the underside of the accommodation, service, or

control space is at least equal to the height of the recess.

(d) Accommodation, service, control and certain machinery spaces, such as spaces for bow thrusters, windlass, and emergency fire pumps, may be located forward of the cargo area and pumprooms if it is demonstrated to the Commandant that the overall degree of safety of the vessel is improved and that the degree of fire and life safety for these spaces is not less than the degree of fire and life safety for similar spaces located aft.

(e) On liquefied gas carriers:

(1) Main cargo control stations may be located in the cargo area;

(2) Accommodation, service, and control spaces may be located over cofferdams that isolate cargo tanks other than integral tanks from category A machinery spaces;

(3) Pumprooms may not be recessed into any space below deck.

**§ 32.56–10 Navigation positions—T/ALL.**

(a) No navigation position may be above the cargo area unless it is approved by the Commandant as necessary for the safe operation of the vessel.

(b) Each navigation position that is above the cargo area must be separated from the deck by an unenclosed space that extends at least 2 meters (6.6 feet) from the deck to the navigation position.

(c) Openings to navigation positions above cargo areas, except air locks, must be at least 2.4 meters (7.9 feet) above the deck.

**§ 32.56–15 Deck spills—T/ALL.**

A coaming or other barrier at least .3 meters (1 foot) higher than adjacent spill containment barrier must be provided to prevent cargo spills from flowing aft of the housefront.

**§ 32.56–20 Insulation of exterior boundaries: Superstructures and deckhouses—T/ALL.**

The following exterior boundaries of superstructures and deckhouses that contain accommodation, service, and control spaces, except wheelhouses, must be insulated to “A-60” Class: